



Federal Aviation Administration

Memorandum

Date: July 23, 2015

To: Clark Desing, Director, Western Service Center

[REDACTED]

From: Dale Westall, Manager, Los Angeles Air Route Traffic Control Center

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N206PZ
Cuyama, CA, June 22, 2015

I certify that air traffic aircraft accident package, ZLA-ARTCC-0305, has been reviewed and is complete.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)		REPORT DATE July 7, 2015	REPORT NO. ZLA-ARTCC-0305
		NAME OF REPORTING FACILITY Los Angeles (ZLA) ARTCC	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken).

June 22, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1517 N206PZ checked on ZLA Sector 14's (R14) frequency and reported level at nine thousand five hundred feet. R14 responded with the SBA altimeter setting 29.95 and requested N206PZ verify that he was VFR. N206PZ confirmed that he was VFR.

1523 R14 requested N206PZ verify his destination. N206PZ replied that he was going to maneuver in the general area and the closest airport was L88. R14 asked if N206PZ was just going to be doing air work. N206PZ answered that he was and his altitude would fluctuate between ten thousand feet and two thousand five hundred feet. R14 advised N206PZ that he would probably lose radar at that altitude. N206PZ responded he was aware of that and the terrain around there. R14 instructed N206PZ to contact Los Angeles Center on one one nine point zero five. N206PZ acknowledged.

1524 N206PZ reported on ZLA Sector 15's (R15) frequency at nine thousand five hundred feet. R15 issued N206PZ the SBA altimeter setting 29.95. N206PZ read back the setting and thanked R15. R15 instructed N206PZ to say intentions. N206PZ replied that he would be maneuvering in the general area between one zero thousand and two thousand five hundred. R15 advised N206PZ that when he got below seven thousand feet he would lose radio with him and that the radar coverage was weak and non-existent below that so R15 would be unable to provide VFR flight following below that altitude. N206PZ replied he understood and requested to remain on the same code so R15 would know who he was. R15 asked how long N206PZ would be doing his air work. N206PZ responded it would be for about an hour. R15 told N206PZ that he could not do that, if it was for ten or fifteen minutes he would be able to but not for an hour. R15 continued that he would keep an eye out for N206PZ and asked if he would be returning to CMA. N206PZ responded that he would be returning to CMA.

1525 R15 requested N206PZ to advise him when he began his descent. N206PZ acknowledged.

1537 A position relief briefing occurred at R15. The outgoing controller informed the incoming that N206PZ was maneuvering and had been advised that if he went below seven thousand feet his flight following would be terminated. He told N206PZ to monitor the frequency as N206PZ wanted to stay on the same code but he was doing this for an hour and had been maneuvering climbing pretty erratically and descending rapidly.

1543 R15 advised N206PZ that he was in an area of high terrain and requested N206PZ to verify he had the terrain in sight. N206PZ did not acknowledge. R15 repeated the same statement and N206PZ reported the terrain in sight.

1545 R15 asked N206PZ how much further south bound he planned on flying. N206PZ answered that he was going about another twenty miles to the east and then turning in the general area. R15 asked N206PZ if his destination was New Cuyama. N206PZ responded his destination would be CMA airport when he was done practicing maneuvering.

1546 R15 called ZLA Sector 13(R13) and advised that he was handing off N206PZ to them because N206PZ was going to be southeast bound for another twenty miles and then returning to CMA. Sector 13 advised radar. R15 instructed N206PZ to contact L A center one three two point six. N206PZ read back the frequency. N206PZ checked on R13's frequency and reported level at eight thousand five hundred feet. R13 issued N206PZ the CMA altimeter setting 29.94. N206PZ read back the altimeter setting.

1555 R13 called Bakersfield South and pointed out fifteen miles west of GMN VFR at eight thousand five hundred maneuvering on a of code four six six five. Bakersfield South approved the point out.

<p>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)</p>	<p>REPORT DATE July 7, 2015</p>	<p>REPORT NO. ZLA-ARTCC-0305</p>
	<p>NAME OF REPORTING FACILITY Los Angeles (ZLA) ARTCC</p>	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken).

June 22, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1558 R13 called N206PZ and asked if he would be going much further west or northwest from his position. N206PZ answered he would be in that area for another forty five minutes and return to CMA. R13 thanked N206PZ.

1601 R13 issued N206PZ traffic a mile to two miles west northwest of his position at eight thousand five hundred feet a cirrus headed to Fresno. N206PZ replied he saw him on his scope.

1621 R13 issued N206PZ traffic eleven o'clock four miles south bound indicating seven thousand eight hundred feet type unknown. N206PZ did not respond. R13 issued N206PZ traffic eleven o'clock three miles south bound indicating seven thousand eight hundred feet type unknown. N206PZ responded he would look.

1622 R13 advised N206PZ the traffic was now three o'clock and three miles south bound should be no factor if N206PZ was turning east. N206PZ thanked R13.

1623 R13 asked N206PZ to verify he had the terrain in sight that he was entering an area of high terrain and the MIA in that area was nine thousand feet. N206PZ response was unintelligible.

1624 N206PZ advised R13 that he would be descending, that R13 may lose him for a few minutes, and then he would climb up to nine thousand feet and return to CMA airport. R13 acknowledged.

1629 R13 asked N206PZ if he was still on. N206PZ did not respond.

1630 R13 asked N384MC if he could do a favor and broadcast to N206PZ that N206PZ was down low and see if N206PZ was still on the frequency. N384MC asked if N206PZ copied him. N206PZ did not respond.

1631 N384MC broadcast again and asked if N206PZ copied him. N206PZ did not respond. N384MC asked R13 if he lost N206PZ. R13 responded that he had and N206PZ was in the area at about his four o'clock and five miles. N384MC answered okay and reported a small fire in a river bed.

1634 R13 asked SKW467Z if he could monitor one two one point five and let R13 know if he heard an ELT. SKW467Z responded of course.

1635 SKW467Z reported negative ELT. R13 thanked SKW467Z.

1636 R13 called N206PZ. N206PZ did not respond.

1637 R13 called N206PZ. N206PZ did not respond.

1640 R13 called N206PZ. N206PZ did not respond.

1644 R13 asked Gulfstream one charlie gulf if he could broadcast to an aircraft for him. N311CG replied he could. R13 stated he was looking for a N206PZ on his frequency and asked N311CG to see if N206PZ would answer him. N311CG acknowledged. N311CG called N206PZ. N206PZ did not respond. N311CG called N206PZ again with no response. N311CG reported no answer to R13. R13 thanked N311CG.

ZLA-ARTCC-0305
N206PZ

<p>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)</p>	<p>REPORT DATE July 7, 2015</p>	<p>REPORT NO. ZLA-ARTCC-0305</p>
	<p>NAME OF REPORTING FACILITY Los Angeles (ZLA) ARTCC</p>	
<p>14. CHRONOLOGICAL SUMMARY OF FLIGHT <i>(including control or other services provided by ATS facilities, and emergency action taken).</i></p>		
<p>June 22, 2015</p> <p>ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1649 R13 asked OPT410 if he could tune in one two one point five and let him know if he heard an ELT. OPT410 reported negative ELT even with the squelch off that he didn't hear anything. R13 thanked OPT410.</p> <p>1652 R13 called N206PZ. N206PZ did not respond.</p>		
<p>No More Follows</p>		